



Without ever leaving the ground.

DRAFT BAY AREA TO CENTRAL VALLEY HIGH-SPEED TRAIN PROGRAM ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

COMMENT SHEET

Written comments may be submitted at today's meeting or may be mailed or faxed to the Authority.

Mail: California High-Speed Train
Draft Bay Area to Central Valley EIR/EIS Comments
925 L Street
Sacramento, CA 95814

Fax: (916) 322-0827
Attn: California High-Speed Train
Draft Bay Area to Central Valley EIR/EIS Comments

Comments may also be submitted through the Authority's Web site:
<http://www.cahighspeedrail.ca.gov/>

All comments must be received by end of day **September 28, 2007**.

Please provide your comments below on the project's draft environmental document.

Name (please print): John D. Carpenter

Title (if applicable):

Organization/Business (if applicable):

Address: 905 W. Middlefield Rd, #915

City: Mountain View

State: CA Zip: 94043

Phone: 650-960-1256

Fax:

Email: john.carpenter

Meeting Date: 24 Aug 2007

Meeting Location: San Jose

COMMENTS:

PHSJ1-1

- 1) I encourage the study of MTC concept ~~wherever~~ the
 - a) Altamont/Dumbarton is for regional high speed rail
 - b) Pacheco is for express high speed rail

- 2) I encourage the study of two alternatives for the Bay Area segment of the Altamont option:
 - a) Dumbarton w/ high bridge (regional HSR is not full HSR) and a tunnelled curve to serve Menlo Park through Santa Clara
 - (b) ~~AA~~ tunnelled curve from the 880 routing off the HSR to the current Caltrain corridor

PHSJ1-2

This is because the regional HSR would, in part, support commuting from the central valley to the Mid-Peninsula and there is a possibility that (b) would serve the commuter in the same amount of time that (a) would just serve Palo Alto and would save having to build the bridge.

- 3) Airport interconnectivity will be important for climate change issues (over)

PHSJ1-3



U.S. Department
of Transportation
Federal Railroad
Administration



3) cont. The Pachecho route allows the split at San Jose to both of the northern cities and will be in a position to enable the establishment of rapid transfers between the airports. This would reduce the redundancy of flights with the Bay Area and allow the use of larger aircraft with reduced emissions/passenger.